

YACHTING.

THE GLENCAIRN III WINS A RACE FROM THE CONSTANCE.

CANADIAN BOAT BEATS CHALLENGER FOR SEAWANAKA CUP BY THREE MINUTES AND SIX SECONDS.

Dorval, Que., Aug. 1.—With weather favorable to his boat and good seamanship Duggan, the skipper of the Canadian defender, Glencairn III, won his first race and the third of the series for the Seawanaka Cup this afternoon. From the start, when the Glencairn crossed the line nine seconds ahead, it was apparent that the Canadian boat had a much greater advantage over the American challenger than she has had in the present races, and, while on the first leg, which was a beat to windward, the Constance rounded the buoy fifty-three seconds ahead of the Glencairn, the spirits of the supporters of the Canadian boat rose high. It was either to be a Glencairn victory or else a close finish. It had been thought that the Constance would have gained more on this leg, as yesterday she had shown conclusively that she could beat to windward much better than the Canadian boat.

After rounding the first buoy the Constance set a spinnaker well forward, using it as a balloon jib, while the Glencairn held on under a reaching jib for a time, when she followed her rival's example. Here something seemed to be the matter with the Glencairn's foresail, and Duggan took in his large jib. Both boats carried full mainsails and the Glencairn appeared to gain slightly, and when the second buoy was rounded by the Constance at 2:06:20 it was shown that the Glencairn was thirty-five seconds behind, having reduced her rival's lead by eighteen seconds.

On the first leg of the second round, which was another beat to windward, the Glencairn held close to the American boat. Sometimes one seemed to be gaining and then the other. The Glencairn was now sailing much better than before, and she rounded the six mile buoy just forty-one seconds ahead of the Constance, having lost only six seconds on this leg to windward.

The Constance now followed new tactics by trying to force the Glencairn into the shore as far as possible, but the Canadian boat blanketed her, but the Glencairn went on, and finally did succeed in blanketing the Constance. The Glencairn began to pull a little ahead, and as she neared the light she slowly increased the distance between her and the Constance, rounding the buoy at 2:51:37, just twenty-two seconds ahead of the Constance, having gained one minute and three seconds on the last leg to windward. The wind had now dropped somewhat, and the hopes of the Canadians ran high; it was now a sure race for the Canadian boat. That their hopes were well grounded was shown by the fact that on the last leg to windward the Glencairn gained thirteen seconds on the Constance. On this leg both boats jockeyed, going about and about in an effort to blanket the other. The Glencairn was now sailing much better than before, and she rounded the six mile buoy just forty-one seconds ahead of the Constance, having lost only six seconds on this leg to windward.

It was now a sure race for the Canadian boat, the only question being the amount of wind. The wind was now lighter, and this run before the wind was the slowest of the day. The Glencairn gradually forged ahead and finished at 3:53:26, three minutes and six seconds ahead of the Constance. Following is the official start, finish and elapsed time:

Following is the official time of the rounding of each buoy:

Boat	Start	Finish	Elapsed
Glencairn	1:25:07	3:53:26	2:28:19
Constance	1:25:16	3:56:32	2:31:16

THE RACE TO-MORROW, which will be over a triangular course, is looked forward to with intense interest by yachting circles here.

DOES NOT CARRY A LEE HELM.

W. BUTLER DUNCAN DENIES AN IMPORTANT REPORT ABOUT THE DEFENDER.

W. Butler Duncan, the manager of the Defender, has said positively that the Defender does not carry a lee helm, all reports to the contrary notwithstanding. "I have had the wheel on the Defender myself," said Mr. Duncan, "and have let go of it purposely to see whether she would come up into the wind or run off. She has come up into the wind every time, and the boat that will do that does not carry a lee helm."

The better pointing of the Columbia is more noticeable in light air than in stronger breezes. As to the superiority of the Columbia on other points of sailing, no better testimony need be taken than that of Mr. Duncan himself, who is not likely to belittle the speed of the boat that he has in charge. He says:

"There never has been a time in all our sailing when the Columbia has not been doing a little better than the Defender, except, possibly, with spinnakers in the race at Larchmont, but that could be easily accounted for by the poor handling of the Columbia's spinnaker."

These expressions of opinion, as coming from Mr. Duncan, are interesting, but in speaking of the lee helm, which "Hank" Huff asserts over his own signature was carried by the Defender, Mr. Duncan does not say whether or not the Defender was being heavily pressed and going hard when he let go the wheel to see if she would run up. If well laid over while sailing the lee bow will run almost any boat's head up toward the wind, the curve of the model as he is doing the steering. The tendency toward lee helm in the Defender, as referred to by Captain Huff, was particularly noticeable at the times she first received new winds, or catpaws, coming from different directions, in which case the Defender was not a modern racing craft that have little or no grip forward, paying off too much before she gathered way and got a better bite. In this, the course means a good deal of detriment, but until some facts are published on the subject, we can only be guided by the statements of the Defender's manager, who has been in certain conditions by the Columbia, and perhaps also by the Shamrock.

As to the Columbia it may be said that Herreshoff has experimented with more boats of different lines in regard to the lee helm, and that the Columbia is a better boat than any other that has been built in certain conditions by the Columbia, and perhaps also by the Shamrock.

The Shamrock is evidently cut away to a similar large extent forward, but whether her fin, her keel, her grip, or her hull is the cause of the lee helm in the Columbia still remains a secret, which may or may not be of value to Mr. Huff.

Revisions of the Defender's hull, as made when the side views of both these boats are photographed in the drydocks of the Erie Basin. For those who would like to see the Defender of the highest degree of interest for yachting men.

YACHTS TO RACE TO-DAY.

GOOD PROSPECTS FOR TEST OF THE COLUMBIA AND THE DEFENDER.

Newport, R. I., Aug. 1.—With a gentle southwest wind blowing up the Bay and the water placid, the prospects to-night for the race between the Columbia and Defender to-morrow are good. A stronger southwest wind, under fair skies, is expected, and this will give to the big yachts a chance to win in light weather, chiefly to try their canvas. They had a short brush, running down as far as Point Judith, the Columbia under a working topsail, and the Defender under a club topsail. Both ran back to the lights with spinnakers set. On the Columbia it was stated that the new mast worked well.

When the Columbia came in she made her mooring at the entrance of Brenton's Cove, while the Defender anchored off the torpedo station. A short time after the United States dispatch boat Dolphin, with Secretary Long on board, came up the Harbor. The steam yacht Sultana, owned by Mr. Drexel, which will carry the Regatta Committee at the race, is at Narragansett Pier to-night, but she will be back in the morning. Every one expresses delight at the appearance of the steel mast of the Columbia, with its telescoping topmast, and the towering mast looks shapely.

The course for the race will be the same as in the first race, a triangular one, from Brenton's Reef Lightship, about southwest, six and a half miles, to a mark boat off Point Judith, then east by south to a mark boat off Point Judith, two miles distant, then to Brenton's Reef Lightship, six miles, and repeat.

Course A, and undoubtedly will be sailed.

THE METEOR WINS THE CUP.

DEFEAT OF THE BRITANNIA BY THE KAISER'S YACHT.

BRILLIANT OPENING OF THE COWES REGATTA—DE CASTELLANE FLIES THE STARS AND STRIPES.

Cowes, Aug. 1.—The regatta of the Royal Yacht Squadron was opened to-day, with beautiful weather and big crowds of spectators. The regatta was the first of the season, and the British and American yachtsmen were the main attraction.

The Meteor crossed the starting line together with the Britannia, but the Meteor was the faster, and she won the race by a large margin. The Meteor's victory was a great disappointment to the British yachtsmen, but it was a great triumph for the American yachtsmen.

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MEADOW BROOK TEAM TAKES THE MYOPIA PLAYERS INTO CAMP.

THIRD CONTEST FOR THE POINT JUDITH CUPS FURNISHED EXCELLENT SPORT—DETAILED TAIL OF THE PLAY.

[BY TELEGRAPH TO THE TRIBUNE.]

Narragansett Pier, R. I., Aug. 1.—The summer colonies of Newport and Narragansett Pier were well represented to-day at the polo grounds of the Point Judith Country Club, the occasion being the third contest for the Point Judith cups, teams of the champion brand contending. A close finish was generally expected, and much laying of wagers was made among the knowing ones, who were posted as to the relative merits of individual players on the teams, namely, the well known Meadow Brook "Light Blues" and the locally popular Myopia "Light Blues."

As the players lined up before Referee R. L. McKim, a kick-off was made by Meadow Brook. The Meadow Brook team was as follows: Meadow Brook, W. C. Eustis, C. C. Baldwin, W. P. Whitney, and George Eustis; Myopia, C. G. Rice, R. G. Shaw, 2d, R. L. Agassiz, and H. H. Holmes. Handicaps being ignored in all contests for the Point Judith cups, the players had an opportunity to try out on an even footing, which is exactly what the public are best pleased to see when a purely amateur contest is to be decided.

The Myopia team, Rice, Shaw and Holmes had Blackwood Jay by their last year in their battle with W. C. and J. B. Eustis, Baldwin and Whitney for these cups, and fairly itched to take their revenge for the severe drubbing they had in mind, namely, 10-4 made last year by the Light Blue brigade, as against 3-4 earned by the Myopia team.

The Myopia team, however, was remarkably clever. Myopia's now, however, was a different matter. The first Devonians on July 26 to 24, felt pretty confident they could hold their own this year, and when it was known that Benjamin Nicolai was not playing with the Blues, the money of the Boston contingent was quickly deposited where it could pay highest returns on the Myopia's when they would, so their wishers believed, just center in a goal or two.

It was all pretty cut and dried, but, as will sometimes happen in the best of regulated families, the "bitter got bit," and the Light Blue champions won the tussle by 3-4 goals to 2-4 made by the Myopia's. Orders for new dinners, new hats and new shoes were given, and the Myopia's were the unfortunate ones to carry the burden of the defeat.

As an illustration of the scientific play in opening, the Meadow Brook team, which had an entire change of tactics in a third, and a life and death struggle as a finale, the summary of the play will speak to enthusiasts in plain terms. Summary:

	First period.	Second period.	Third period.	Fourth period.	Total.
Meadow Brook	0	1	2	2	5
Myopia	0	1	2	2	5

Less.

From this it will be seen that while both outfits were fresh in the first period, the Meadow Brook team, however, was a different matter. The first Devonians on July 26 to 24, felt pretty confident they could hold their own this year, and when it was known that Benjamin Nicolai was not playing with the Blues, the money of the Boston contingent was quickly deposited where it could pay highest returns on the Myopia's when they would, so their wishers believed, just center in a goal or two.

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A. H. Lange (stroke), Hervey E. Lamb, "Fred" Coulson and J. J. Somers, second, time 4:00.5.

Final heat, four blade canoe race, one-half mile straightaway—Won by Crescent Canoe Club of Worcester, Mass., crew: J. B. Arnold, M. J. Donovan, P. J. Murphy, and W. H. Arnold; Lakeland Boat Club of Waltham, Mass., crew: J. B. Arnold, M. J. Donovan, P. J. Murphy, and W. H. Arnold; Lakeland Boat Club of Waltham, Mass., crew: J. B. Arnold, M. J. Donovan, P. J. Murphy, and W. H. Arnold.

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